

Streets & Highway Finance Recommendations: Filling in the Blanks

Maintaining the City's Existing Streets and Highway Infrastructure

Second paragraph . . .

Upon examining this issue, the Finance Work Group concluded that the City does not have a well-defined program for street maintenance. Most of the maintenance is carried out on an ~~“as-needed”~~ ^{a fiscally constrained} basis on the City's ^{approximately 1200} mile network of streets. During the 1990's, some roadway funds were diverted from street maintenance and directed toward new road construction -- Mayor Wesely has reversed this trend. Spending on street repair and maintenance has generally been increased to around \$7 to \$8 million per year. This allows arterial streets to be resurfaced about every ~~25 (?)~~ ^{30 to 35} years, while residential streets are being resurfaced on a ~~40 (?)~~ ^{40 to 50} year cycle.

South and East Beltways

Last paragraph . . .

The total estimated cost for the South Beltway is \$¹²⁰ million. The cost of this facility will be split between City, State, and Federal governments. The cost sharing for the South Beltway is set at 80 percent Federal/State and 20 percent local. The local share is programmed as part of the overall funding projected for the twelve year analysis period assumed by the Finance Work Group.

Antelope Valley Project

Second paragraph . . .

The roadway component of the project involves a multi-lane boulevard along the eastern edge of the Downtown area. Phase I of the project has already begun with the initial construction of the stormwater control channel. The total estimated cost for the complete Antelope Valley project is approximately \$²²³ million, with about \$¹²³ million going toward new roadways and improvements to existing streets.